

**AMENDMENTS TO THE CLAIMS:**

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1-5. (Cancelled)

6. (New) A method of manufacturing a vehicle's wheel formed of lightweight metal, comprising;

preparing a first forming tool, which has on its pressing face, recesses or holes that are arranged in a rotational symmetry of predetermined angle around a center axis;

preparing a second forming tool, which has on its pressing face, one or more projections only within a certain angular region about a corresponding center axis;

preparing an intermediate product by casting or forging as to integrally form at least a center part and a discoid part, which are respectively corresponding to a hub and a disk of the wheel;

heating the intermediate product to a plasticity temperature;

placing the intermediate product so as to be held coaxially on the first forming tool;

positioning the second forming tool relative to the first forming tool, so as to be coaxial with the first forming tool and so that each of the projections is positioned to match one of said recesses or holes;

pressing a portion of the discoid part by thrusting the second forming tool relative to the first forming tool as to punch out one or more holes on the portion of the discoid part or to forge the portion of the discoid part;

retreating the second forming tool relative to the first forming tool, after the pressing;

rotating the first forming tool around its center axis by said predetermined angle, relative to the second forming tool, after the retreating; and

repeating the pressing, the retreating and the rotating, until said pressing is made for every one of said recesses or holes on the first forming tool.

7. (New) A method of manufacturing a vehicle wheel formed of lightweight metal comprising;

preparing a first forming tool, which has on its pressing face, projections that are arranged in a rotational symmetry of a predetermined angle around a center axis;

preparing a second forming tool, which has on its pressing face, one or more projections only within a certain angular region about a corresponding center axis;

preparing an intermediate product by casting or forging as to integrally form at least a center part and a discoid part, which are respectively corresponding to a hub and a disk of the wheel;

providing the intermediate product with waste holes, which are arranged on the discoid part, in a rotational symmetry of said predetermined angle around a center point as to match the projections on the first forming tool, by said casting or forging or by punching after said casting or forging;

heating the intermediate product to a plasticity temperature;

placing the intermediate product so as to be held coaxially on the first forming tool and so that the waste holes are fitted with the projections on the first forming tool;

positioning the second forming tool relative to the first forming tool so that each of the projections on the second forming tool is positioned to match a surround or an adjacency of one of the projections on the first forming tool;

pressing a portion of the discoid part by thrusting the second forming tool relative to the first forming tool as to forge said surround or said adjacency of one or more of the projections on the first forming tool;

retreating the second forming tool relative to the first form, after the pressing;

rotating the first forming tool around its center axis by said predetermined angle, relative to the second forming tool, after the retreating; and

repeating the pressing, the retreating and the rotating, until said pressing is made for every one of said projections on the first forming tool as to complete a pattern of holes for the disk of the wheel and/or to complete a rim of the wheel.

8. (New) A method of manufacturing a vehicle's wheel according to claim 6, further comprising;

preparing a third forming tool which has, on its pressing face, one or more projections only within a certain angular region about a center axis thereof;

positioning the third forming tool relative to the first forming tool, so as to be coaxial with the first forming tool and so that each of the projections is positioned to match an adjacency of one of said recesses or holes;

pressing a portion of the discoid part by thrusting the third forming tool relative to the first forming tool so as to forge said adjacency of one or more of said recesses or holes;

retreating the third forming tool relative to the first form, after the pressing;

rotating the first forming tool around said center axis thereof by said predetermined angle, relative to the third forming tool, after the retreating; and

repeating of the pressing, the retreating and the rotating, until said pressing is made on said each adjacency for every one of said recesses or holes on the first forming tool.

9. (New) A method of manufacturing a vehicle's wheel according to claim 6, further comprising:

providing waste holes on the discoid part of the intermediate product before said placing, as arranged in a rotational symmetry of said predetermined angle around a center axis of the intermediate product;

wherein each of the waste holes is smaller than a corresponding one of said recesses or holes, and is positioned to match the corresponding one of said recesses or holes at a time of said positioning.

10. (New) A method of manufacturing a vehicle's wheel according to claim 8, further comprising:

finishing with a fourth forming tool that has projections, each of which corresponds to one of the projections of the third forming tool, so as to finish a pattern of holes on the disk and depressions on a rim of the wheel.

11. (New) A method of manufacturing a vehicle's wheel according to claim 6, wherein ridges of said projections on the second forming tool, which are for punching the holes on the discoid part, are shaped as sharp-angled in a sectional view along the center axis, at a 90 degree or sharper angle.

12. (New) A method of manufacturing a vehicle's wheel according to claim 11, wherein distal end surface of each of said projections is shaped as concave so that said ridges of the projections are shaped as sharp-angled at an angle less than 90 degrees.

13. (New) A method of manufacturing a vehicle's wheel according to claim 6, wherein:

a cylindrical tube of thick wall, which corresponds to rim of the wheel, is integrally formed with the center and discoid parts of the intermediate product by said casting or forging; and

the cylindrical tube is received at said placing in an annular recess on the first forming tool.